

B L D 6 2 / 600 **Record****ROUTING AND RECORD SHEET**

SUBJECT: (Optional)

FROM

Chief, New Building Project Office, OL  
3E 40 Hqs

EXTENSION

NO.

OL 20126-84 and OL 20127-84 **STAT**

DATE

**19 MAR 1984****STAT**

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S  
INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. D/OLL  
7D 43 Hqs

1. Two attachments FYI.

**STAT**

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# COMMONWEALTH of VIRGINIA

*Office of the Governor*

*Richmond 23219*

Charles S. Robb  
Governor

March 12, 1984

Alan C. Campbell, Esquire  
Dow, Lohnes and Albertson  
1225 Connecticut Avenue  
Washington, D. C. 20036

Dear Mr. Campbell:

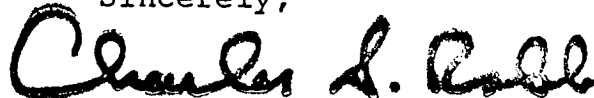
I appreciate your letter of February 24, 1984, on behalf of the Clearview Manor Citizens Association concerning the development of access roads in connection with the CIA expansion at Langley.

The CIA Traffic Advisory Committee met on February 21 and decided to defer until March 13 the selection of alternatives to be studied in the next phase of the project development. This additional time was requested by some of the committee members so they could study and review the findings of Technical Memorandum No. 2 with the organization they represent. At that time, it is expected the members will be in a position to recommend the selected alternatives to be carried forth in the study.

I note that Clearview Manor Citizens Association has copied the committee members who represent their organization. I feel sure these members will give due consideration to the opinions expressed on behalf of your Association to the preferred alternatives.

Again, let me thank you for your interest in the development of alternatives for the roadways adjacent to the CIA Headquarters.

Sincerely,



Charles S. Robb

CSR/blp

cc: The Honorable John W. Warner  
The Honorable Frank R. Wolf  
The Honorable Andrew B. Fogarty  
The Honorable Nancy Falck

STAT

OL 20126-84

March 12, 1984

Ad Hoc Committee for Off-Site CIA  
Traffic Improvement

MEMORANDUM

TO: CIA Traffic Advisory Committee  
ATTN:

STAT

SUBJECT: Technical Memorandum No. 2 for the CIA Expansion

In response to the Technical Memorandum prepared by Dewberry and Davis and jhk and associates, the Ad Hoc Committee (consisting of the Clearview Manor, Country Day School, Downscresc, Evermay, Langley Oaks, and Lynwood communities) unanimously supports the following outline of objectives for off-site road improvements which will impact on the surrounding communities:

1. GW Memorial Parkway should be improved to accommodate the increased traffic as a result of the expansion. A unified entrance, combining the entrances at GW Memorial Parkway and Turkey Run Farm Park Road, should be utilized, and the Visitors Center should be relocated to this unified entrance.
2. Safety at three intersections is of paramount concern. These three intersections are: (1) Route 123/Merchant Lane/Savile Lane; (2) Route 123/Potomac School Road, and (3) Route 193/Langley Fork.

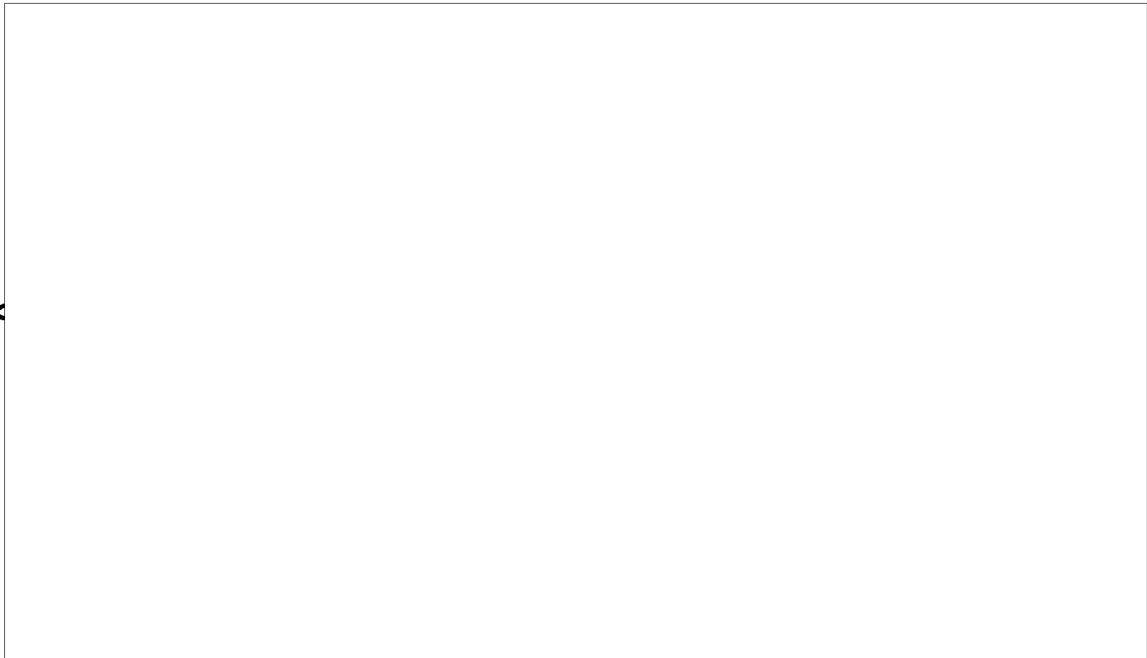
Any road design should specifically address the safety requirements at these three intersections. To accommodate these requirements, we believe the following should be done as a package because they are interrelated. To the extent that one or more of the requirements cannot be accomplished within this concept, we want to know the full range of options for trade-offs that would be necessary for any parts that may be in conflict:

- o Maintain Route 123 as a four lane highway and Route 193 as a two lane highway.
- o To improve sight distance at Merchant Lane/Savile Lane (and reduce the pollution effect on the immediate communities), move the east bound lane of Route 123 north per the outline in Alternative #2 of Technical Memorandum #2.

OL 20127-84

9. If on-site parking becomes a problem for CIA employees, CIA should discourage its employees from parking off-site, support such local or state legislation and/or ordinances which may be needed to require permit parking in nearby communities, and will attempt to obtain authority and funding necessary to expand on-site parking capacity.
10. The objectives outlined herein should be incorporated into a revised regional transportation plan. This plan should be accomplished through the joint efforts of the local government, state and federal governments, and local citizens. It should incorporate the latest, up-to-date traffic data and analysis available. The plan should not delay the transportation designs and expansion plans of the CIA.

BY:



STAT